

## SURVEY PLAT

## THE UTAH DEPARTMENT OF TRANSPORTATION

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 4 SOUTH, UINTAH SPECIAL MERIDIAN,

Township 4 South, Range 3 West, Uintah Special Meridian, said point being identified as the Beginning of Project #BHO-LC13(4), said point being the beginning of a tangent curve to the right, having an 8000 foot radius and a central angle of 4°25'51", the radius point of which bears S 31°32'29" W; Thence 618.65 feet along the arc of said curve to the beginning of a tangent curve to the left, having a 6000 foot radius and a central angle of 8°51'42"; Thence 927.98 feet along the arc of said curve to the beginning of a tangent curve to the right, having an 8000 foot radius and a central angle of 4°25'51"; Thence 618.65 feet along the arc of said curve to the end of said curve and the End of Project, said point being S 61°56'18" E 2414.71 feet from the West quarter of corner of said Section 4. The Basis of Bearings being N 01°19'43" W along the West line of

Bridgeland, Duchesne County, known as Project LC13, being part of an entire tract of property situate in Lot 12 of Section 4, T. 4S., R. 3W., USB&M. The boundaries of said parcel of land

project, at approximate Engineers Station 13+56.83, which point is 555.59 feet N.88°58'02"E along the Quarter Section line and 245.32 feet South, more or less, from the West Quarter corner of said Section 4; and running thence S.58°11'23"E. 813.63 feet along said southerly right of way line to the easterly line of said entire tract; thence S.13°21'54"W. 45.11 feet along said easterly boundary line of said entire tract, to a point 58.36 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 21+82.52; thence N.59°06'04"W. 330.43 feet to a point 65.57 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 18+55.51; thence N.46°07'26"W. 39.03 feet to a point 58.80 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 18+17.46; thence N.53°13'33"W. 461.08 feet to the point of

Bridgeland, Duchesne County, known as Project LC13, being part of an entire tract of property situate in Lot 11, and Lot 12 of Section 4, T. 4S., R. 3W., USB&M. The boundaries of said

southerly right of way line of Duchesne County Road #79 (old State Highway 40), which point is 566.61 feet, more or less, (Record 577.50 feet) N.1°18'18"W. along said westerly line from the southwest corner of said Lot 11; and running thence S.58°43'02"E. 386.85 feet to a point 39.05 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 26+55.27; thence N.65°14'37"W. 362.84 feet to a point 60.03 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 22+94.65; thence N.59°06'04"W. 113.24 feet to the westerly boundary line of said enter tract, at a point 58.36 feet radially distant southwesterly from the centerline of said project, at approximate Engineers Station 21+82.52; thence N. 13°21'54" E. 45.11 feet; thence S.58°11'23"E. 100.76 feet to the point of beginning as shown on the official map of said project on file in the office of

The above described parcel of land contains 12477 square feet in area, or 0.286 acre.

The primary purpose of this plat is to place on record seven new Right of Way markers, (item #32), set during the project named above. The intent of the markers are to delineate the outer lines of right of way acquired by Duchesne County for road realignment and new bridge construction. The right of way acquisition was performed by a Utah Department of Transportation right of way engineering consultant firm known as Horrocks Engineers. The seven new Right of Way markers were set as per plan coordinates. The above described center line was also placed according to plan data provided. All initial survey control for this project was provided by the consultant firm

side of Section 4, than as provided in the plans. My tie is a direct shift S80°38'13"W 2.58' from plan coordinates. I have also determined the old right of way line along the South side of old Highway 40 to be in a different location than that as shown on the plans and as indicated on the deeds recited above. Using a copy of the original highway construction drawings from 1929, I searched for old right of way markers throughout the length of the 5900 foot long tangent and found only two at the P.T. of the curve to the Southeast. I have also used the old right of way fences in the Southeast quarter Section and in the Northwest quarter Section and Westerly from there into Section 5 for direction. Two survey plats filed in the office of the Duchesne County Surveyor (file numbers 837 and 1047) show an existing highway right of way that substantially agrees with my determinations. Records research reveals that deeds were recorded for right of way in 1929 across the Southeast and Northwest quarters, and Westerly into Section 5. Research also shows that the first patent for the Southwest quarter was granted in 1938, with no mention of the 9 year old Highway. The original highway construction drawings show the area in the Southwest quarter as being "Indian Reservation". It is my assumption that the right of way through the Southwest quarter was not originally fenced, but was left as open range. That after the Southwest quarter Section was granted by patent an attempt was made by the new land owners to fence the right of way without the benefit of a survey, because the intermittent fences along the highway in that area meander in their width from the physical highway centerline. I contacted Dale Harris at Horrocks Engineers with these findings to discuss the resolution of these discrepancies. Dale told me he used the existing fences in the project area for his determination of where the old right of way line was. We discussed the application of the state code 27-12-89 "Public use constituting dedication", also the assumption that the land owners in the Southwest quarter erected the old fences themselves and by their actions established the right of way line as they accepted it to be. It was Mr. Harris's desire that we set the right of way markers as per plan and let the recently recorded warranty deeds stand as they are. I have determined therefore, to show both right of way determinations on this plat and there inconsistencies. The old right of way line at this time

## REGISTERED SURVEYORS CORP.

61 EAST 300 NORTH, P.O. BOX 564, DUCHESNE, UTAH 84021

DATE RESEARCHED:	RESEARCHED BY:	PROJECT No.:
OCTOBER 31-NOVEMBER 7, 2006	D. PEATROSS	06003
DATE SURVEYED:	SURVEYED BY:	
OCTOBER 31-NOVEMBER 9, 2006	D. PEATROSS	*

## TECHNICAL DRAFTING SERVICES

Tuesday 12/19/6